

SECURITY INFORMATION

COUNTRY Germany (Soviet Zone) REPORTTOPIC Verneuchen Airfield

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EVALUATION PLACE OBTAINED 50X1-HUMDATE OF CONTENT DATE OBTAINED DATE PREPARED 9 April 1952REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

1. On 10 March 1952, numbers identified on jet bombers fitted with plexiglass cockpits and parked in front of the hangars of Verneuchen airfield

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2. Between 12:30 and 3 p.m. on 4 March, three type-27 jet bombers made local flights. Twenty-five jet bombers were parked on the landing field. The weather was fair. From 7:15 to 10:10 p.m. three jet bombers practiced night flying. and landings were performed with the help of searchlights. The white lamps set-up along the runway were in operation throughout the night. Between 8 and 10:20 a.m. on 5 March, six type-27 jet bombers practiced take-offs and landings.

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3. Between noon and 4 p.m. on 10 March, nine type-27 jet bombers and type-30 plane practiced flying. From darkness until 3:30 a.m. there was flying by five jet bombers. Between 9:40 a.m. and 3:30 p.m. on 11 March, type-27 jet bombers and 26 and type-30 jet bombers in addition to 3 type-30 planes practiced flying. From 8:20 to 11:15 a.m. on 12 March, there was flying by six type-27 jet bombers On 14 March, 13 type-27 planes besides 3 type-30 planes and 1 biplane practiced flying. (1)

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4. Between 9 p.m. and 1 a.m. on 25/26 February, two jet bombers practiced local flights. There was a closed ceiling, and visibility was about 300 meters. On 26 and 27 February, maintenance work was done on all aircraft. On 28 February, it was observed that the tarpaulins had been removed from all planes and that ladders were leaning against the cockpits. Several trucks were travelling to and fro between the aircraft. Security measures at the field were strict. At 9:45 p.m. a siren sounded for about five minutes.
5. On 26 February, Soviet soldiers were observed constructing fortifications at the installation. Ten foxholes were observed on a hill 250 meters southeast of the intersection of the spur track and the road to Hirschfelde; other foxholes and trenches were being dug near the former brickworks northwest of this intersection. Such emplacements were also being built in the wooded area southeast of the field, where the fuel dump was to be moved. On 28 February, this work was completed. At 6:15 a.m. on 29 February, it was observed that the emplacements were occupied by at least 120 infantry soldiers. These soldiers had a two-wheeled, rubber-tired carriage

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mounting a radio set with a rod antenna. All the aircraft at the field, a total of 30 jet bombers, were parked in groups of three in the area in front of the hangars. Ladders were leaning against all the aircraft which were widely spaced. At 8 a.m. a siren was sounded. Shortly afterward, numerous trucks proceeded to the aircraft. It was observed that six men unloaded six bombs each of them about 1 meter long from one of the planes on a truck. All activities stopped at 9 a.m. (2) 50X1-HUM

6. A box which appeared to be insulated and was painted field grey was observed just north of the western end of the runway. The box, which measured about 100 x 50 x 50 cm, was about 10 cm above ground. Wooden poles each 1.5 meters high and inclined toward the center were seen at each corner of the box. The poles were surrounded by mesh wire leaving the upper section open. A rubber cable extended from the box to a wooden cabin projecting 20 cm above ground and located on the western extension of the runway. The cables of the runway lights terminated in this cabin which was guarded by dogs. (3)
7. The personnel of the Bauunion firm stationed at the field numbered 120 men including 34 laborers. Excavation work for the northern taxiway was started near the western section of the runway on 26 February. The taxiway is to be provided with 100,000 square meters of concrete, 20 cm thick. About 70,000 cubic meters of earth will have to be moved. The completion date for this project is set for 1 July 1952.

8. On 3 and 4 March, planes made local flights of 25 minutes duration.

On 5 March, two groups of nine jet bombers each which took off at distances of 400 meters and landed individually practiced flying in formations of nine. Both formations included a type-30 plane. A type-30 plane and six type-27 planes were also seen. On 6 March, two formations of nine jet bombers each made local flights of 75 minutes duration. On 7 March, three planes circled the field for about 30 minutes. About noon on 12 March, 30 jet bombers, three of which were identified as type-30 were parked at the field. On 13 March, six aircraft made local flights. Several Po-2s practiced take-offs and landings on the turf of the field between 7 and 11:30 p.m. On 14 March, five jet bombers circled the field for about 30 minutes. 50X1-HUM 50X1-HUM

9. Between 5 and 6 p.m. on 25 February the engines of jet bombers were repeatedly started at the field. There was no flying. Shortly after 4 p.m. on 26 February, a biplane circled the field. Between 5:03 and 5:16 p.m. on 3 March, after the weather had cleared up, one type-27 jet bomber circled over the field. There had been no flying by jet bombers at the installation between 22 and 24 February. Between 8:30 a.m. and 9 p.m. on 5 March, there was intensive flying at the field. The weather was fair. At 1:30 p.m., three jet bombers took off in short succession, assembled into wedge formation at an altitude of about 1,000 meters and subsequently circled several times over the field. The planes landed individually. Aircraft landing in darkness used their landing lights.

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10. On 26 February, about 100 Soviet soldiers were observed digging a trench along the spur track branching off from the railroad line to Wriezen as far as the edge of the landing field. Since that day the trench has been occupied every night by guards. (2)

coming from the direction of Tiefensee entered the yard of the airfield barracks installation. The truck was loaded with bombs about 180 cm long and 60 cm in diameter. The noses of the bombs were painted a light gray while their bodies were dark green. 50X1-HUM

11. On 6 March, a practice designed to test the defense of the barracks installation was observed. On 11 March, two railroad tank cars dispatched from Riesa arrived at the field. On 12, 14 and 21 March, 10, 5 and 27 empty railroad tank cars respectively left the field toward Wriezen. At 5:30 p.m. on 25 March, a LI-2 plane, which had landed on the previous day, took off from the field. About 5:45 p.m. groups of 2, 4 and 5 men parachuted from this plane near Mesendahl. At 3 p.m. on 21 March, 40 type-27 and 30 jet bombers were parked at the installation. 50X1-HUM

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Comments.

- (2) Such defense practices carried out by soldiers, possibly MVD troops, were observed for the first time at an airfield. It is not yet clear whether this type of security at the airfield will be a permanent feature of the defense. 50X1-HUM
- (3) The purpose of this box cannot be determined. It is possibly a generator for the runway lights.
- (4) These data on construction work at the field are absolutely reliable

- (6) The report confirms that Wernauchen airfield is occupied by about 40 jet bombers, some of which were on training flights on the various days of observation. There is a possibility that some of the aircraft stationed at the field participated in bomb practices which were observed during the period concerned at the Gadow-Rosow bomb range between Wittstock and Laerz. Two bomber regiments are stationed at the field which is indicated by fuel deliveries to two different OATBs equipped with aircraft. The regiments are not fully

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